

Marine Personnel Carrier Industry Day Questions and Answers

Q1. The MPC is to be supported by the Marine Corps' three-level maintenance, but in Mr. Hodge's brief it was noted that the two-level maintenance was preferred. Also, for years the Marine Logisticians have tried to reduce the levels of maintenance. Will the MPC still be supported by three-levels of maintenance?

A1. The MPC will be supported by a three-level maintenance concept.

Mr. Hodge's briefing covered an Army Technology Demonstrator.

Q2. Autonomic Logistics (Vehicle Design) - AL was mentioned. The Marines are embarked on an Embedded Platform Logistics system (EPLS) that has identified some specific aspects of the candidate vehicles to be monitored. Will the MPC have specific components/parts that will need to be monitored by sensors?

A2. The MPC will have vehicle specific Autonomic Logistics requirements. These requirements will be identified in the request For Proposals (RFP).

Q3. Training Aids, Devices, & Simulations (TADS) - Will PMLAV have requirements for TADS, specifically driving simulators for the MPC? If not, will these requirements be established by another PM?

A3. PM LAV will identify requirements for training aids, devices and simulators in the RFP.

Q4. Demo Candidate Vehicle - If a contractor does not provide a Demo vehicle in the 2007 fall evaluation, are they eliminated from the program? Is it a condition of award?

A4. No, the Sys Demo is not part of the Source Selection.

Q5. Systems Demonstration - Does one have to participate in the System Demonstration as a prerequisite to SDD?

A5. No.

Q6. Systems Demonstration is about mobility evaluations. Would a trial system have to be a fully armored or could this be a "weight simulated" on a current armored variant?

A6. Vehicles supplied for the systems demonstration could be ballasted to replicate the vehicle center of gravity with all applicable armor installed.

Q7. Is there Army interest in MPC program?

A7. At this point, there is no Army interest.

Q8. Do you expect a single contract for the program which encompasses development, transition, to production (LRIP), production, and support?

A8. Yes.

Q9. If commercial products are part of the product baseline, will you relax cost reporting requirements to reflect existing commercial/catalogue pricing?

A9. Yes, but only on those items with established catalogue pricing.

Q10. Is the USMC looking for commonality with JLTV? How? Different Contractors?

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A10. While commonality with items already in the DoD inventory is preferred, it is not required.

Q11. Compare/contrast MPC vs. MRAP vehicle.

A11. MPC and MRAP are separate and distinct programs. The MPC requirements/attributes are posted on the website.

Q12. How is the CTV technology demonstrator related to the MPC program? Just a tech demo, or the base MPC for industry to use?

A12. The CTV was a science project to provide information for future military vehicles and was provided for informational purposes only.

Q13. Network Capability on MPC - Does the Marine Corps plan to have network capability on MPC that provides situational awareness to the vehicle personnel?

A13. The MPC will meet current and future USMC situational awareness requirements.

Q14. Weight - Is there a max weight requirement?

A14. No. The limits are driven by the transportability requirements stated in the attribute matrix on the website.

Q15. Amphibious - Can you expand on requirements for amphibious needs?

A15. There are no current threshold requirements pertaining to amphibious operations. The attribute matrix (attribute #3) identifies a 60 inch fording threshold. Swim is identified as an objective.

Q16. Will the infantry fight from the vehicle?

A16. No, the infantry will not fight from the vehicle.

Q17. Is there an anti-armor capability required?

A17. There is no requirement for a vehicle mounted anti-armor capability.

Q18. Will the MPC operate in open terrain or urban environments?

A18. Yes, the MPC will operate in both open terrain and urban environments.

Q19. How many attendees at Industry Day?

A19. The list of Industry Day attendees will be posted on the MPC website.

Q204. IETM -Will the viewer be next generation EMS that uses Mil-Std-2361C XML or S1000D?

A20. All IETM requirements will be identified in the RFP.

Q21. Is the primary purpose of the System Demo vehicle to help shape requirements?

A21. Yes.

Q22. What is the intent of the demo evaluations?

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A22. To assess achievable mobility and survivability.

Q23. MPC survivability - Do you envision a threshold/objective requirement for an Active Protection System, e.g. to defeat RPGs/ATGMs and kinetic energy threats?

A23. RPG Active Protection is an objective (ref attribute #20). Any solution applied to MPC will reflect a larger solution applied across multiple platforms.

Q24. Power -What are the electrical power requirements? Exportable power? 600v, 28v and 208v? 50 kw? Growth?

A24. The electrical power attributes are posted on the website. - Ref 30 (Onboard Power Generation), Ref 31 (Silent Watch), Ref 32 (Shore Power)

Q25. Does the MPC have to be able to swim?

A25. See attribute 3. Swim capability is an objective.

Q26. Are there any limitations on vehicle sources of supply such as Buy American?

A26. The only current limitation is that production must be accomplished at a North American facility.

Q27. Will a Mortar variant be part of the MPC family of vehicles.

A27. No, there will not be a separate mortar variant. Fire support is inherent within the Infantry Bns. Mortars will be carried on the PC variants along with all of the other organic weaponry.

Q28. Demonstration at NATC - Why NATC as opposed to ATC at Aberdeen Proving Ground?

A28. The System Demonstration location was a PM decision.

Q29. When will the demonstration plan be available?

A29. The initial plan will be posted on the website within 60 days.

Q30. Life Support System (LSS) - Will NBC/AC be standard offering due to lessons learned on the JLTV? Overpressure system? Individual cooling a consideration?

A30. Reference attribute #21. We anticipate this requirement to grow to support CBRN / industrial chemicals / climate control.

Q31. Production Quantity - Would the production quantities change based on the company model chosen?

A31. Not significantly. If there is any change, it could increase slightly.

Q32. Which company model is reflected in the 600 vehicle quantity?

A32. No specific company model is reflected in the 600 vehicle quantity. Once the company model is selected, the quantity could increase slightly.

Q33. Vehicle Power Output for Crew Devices -Have you considered alternator / power requirements peculiar to the High-Power Counter Remote Controlled IED

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Electronic Warfare (Crew) Systems being fielded in all USMC vehicles? Note, these jammers can draw up to 80 amps.

A33. Note electrical power requirements identified in attributes 30 and 31. All common jammers must be supportable by MPC.

Q34. Requirements (Vehicle Operation) - There was a mention that one of the courses of actions involved the use of “incidental” operators. Surely, this is not really a viable consideration as has been evidenced by the experiences with the LAV program.

A34. MOS/ driver requirements will be a function of the alternative class/material solution selected.

Q35. One slide mentioned “EFV Program Resource reinvestment to support JLTV & MPC is required to achieve SPG.” What is meant by the statement that “EFV Resource Reinvestment” to JLTV and MPC is necessary for “SPG”? What resources does EFV have to reinvest since they are repeating SDD and unit price has doubled?

A35. With the System Planning Guidance driven decrement in EFV quantities programmed funds were reallocated to meet Irregular Warfare requirements (JLTV/MPC). MPC will compete in POM10 for additional funding.

Q36. Where can we access the full description of IACs described by LtCol Koch?

A36. IAC is a classified document. We will attempt to characterize protection levels using STANAG 4569 where possible. If IAC must be used, then copies will be made available via PM, LAV, on an as required basis, after ensuring the requestors have a facility clearance.

Q37. Protection -Can you define IAC 3 (IED) and IAC 4 (IED)

A37. The IAC is classified – see Q&A36.

Q38. INTEROP w/ LAV – 25 - Is MPC intended to do combined OPS w/ LAV-25? Or combine OPS with JLTV?

A38. Yes. MPC must move with M1A1/EFV/LAV/JLTV on land.

Q39. Mobility - Will MPC take into account pitch modes and other frequencies not just drivers absorbed energy. i.e., A vehicle that pitches around the driver while it meets 6 Watt absorb power for the drive but crew take a beating

A39. Crew and passenger absorbed power limits are the same, 6 watts.

Q40. C-17 Transport -Three MPCs per C-17 drives you to 27.4 U.S. tons ala FCS. This may not be the ideal weight to meet the protecting requirement. Therefore, at least a “B” kit” approach should be considered and installation allowed on arrival at airbase.

A40. Attribute #10 identifies a requirement to carry 3 MPCs per C-17. Scalable armor is desirable especially to obtain objective protection levels.

Q41. Weapon station - What kind of weapon station for MPC? Remote? 2-man? 25/30 mm?

A41. See attributes 15, 16, 17 and 18.

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Q42. Design - Is a hybrid system being considered? Silent watch/run capability
Exportable power >10 kw

A42. We are open to considering nontraditional systems including hybrids.

Q43. Will a 400 hr NATO test be required of engine?

A43. Yes, the 400 hour NATO test, or appropriate equivalent test for a non-traditional system, if proposed, will be required.

Q44. Do you anticipate specifying a common set of design tools – 2D & 3D drawing sets, electronic formats, lifecycle management requirements?

A44. The format for all data deliverables will be specified in the RFP.

Q45. Requirements (Firepower) – In your AoA effort, have you selected a weapon size to provide the offensive capability of the turreted variant? If not, what calibers have you considered?

A45. The offensive weapon is not part of the effectiveness portion of the AoA, as multiple vehicle alternatives can support the same offensive weapon. We will examine the advantages of having a turreted MRV using multiple combat scenarios. The purpose of this is to provide the study sponsor and decision-makers regarding the advantages of a force with a number of turreted MRVs.

Q46. Will much of the technical data generated during the CTV design be available during the proposal phase of MPC?

A46. Any CTV data must be obtained through Mr. Jeff Bradel at bradelj@onr.navy.mil.

Q47. LCAC – what is the weight restriction of a LCAC? Are their height and stowage conditions? Can you define “High Heat” and “Extreme Cold”
Can you define “Cross-Country”

A47. This information will be compiled and released at a later date.

Q48. Teaming/Partnering Opportunities -Will there be an opportunity for small businesses to identify themselves and their capabilities on the website? This will enhance ability of large businesses to meet small business goals

A48. We will look at adding that capability to our website.

Q49. Force protection /EW & ECM/C2 - What other system information issues? Crew, counter-IED, C2 Information, sensors, Recon/Survivability, Ant. Configuration – in hull etc.

A49. TBD

Q50. Weapon -Can you provide more thoughts on what the USMC is contemplating w/regard to weapons – i.e. 25 mm, 105 Cannon?
Loadout/reload requirements

A50. TBD

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Q51. Does passive protection include reactive armor?

A51. TBD

Q52. Weapons? What DRI Characteristics do you require? Define Accuracy

Do you require secondary sighting and engagement capabilities?

A52. TBD

Q53. Weight – More detailed definition of weight and volume of supplies that make up the mission load?

A53. The weight and volume of the mission load equipment will be posted on the website when it becomes available.

Q54. SPEC – What USEPA emission standard engines are to be specified for MPCs? ('07, '08, JP-8, or high sulfur fuel?)

A54. TBD

Q55. Silent Watch – What systems would need to be supported?

A55. TBD

Q56. Minimum Standard Toolkit – Is there a specification for the vehicle minimum standard tool kit? This would be helpful when designing components to be integrated onto the vehicle.

A56. TBD